

GOOD REPAIR SHOPS  
OF WASHINGTON, D. C.A DIRECTORY OF RESPONSIBLE  
CONCERNED THAT DO REPAIRING  
AND MISCELLANEOUS JOB  
WORK.

One Cent a Word Each Insertion.

## ROOFING.

ROOF REPAIRING, GUTTERING, AND  
SPOUTING A SPECIALTY. Phone N. 4648,  
and I will call on you. Prices reasonable.  
THOS. B. BELLER, 2104 14th St.  
180-m.w.h-90ROOFING BUSINESS FOR 25 YEARS.  
and today "GRAPTON'S" Roof Paint  
protects on every block in our city. As  
for workmanship and price, we brush  
aside all competition. Ask for your  
estimate and be convinced. GRAPTON'S  
SON (Inc.), 714 9th St. n.w. Phone Main  
160. 1907

## WINDOW CLEANING.

HOUSECLEANING TIME.  
Windows, houses and offices cleaned;  
we know how. LEON CAHOON, Acme  
Window Cleaning Co., 1016 F St. n.w.  
Phone Main 718. 12-14

## CEMENT WORK.

CEMENT WORK, CLEANING AND EX-  
cavating at lowest prices. H. H. Williams,  
1014 16th St. n.w. Phone  
Main 844m.

## PAINTING AND REPAIRING ROOFS

A specialty. We make old roofs good as  
new, five years guaranteed. Give us a  
trial. Established fifteen years. Esti-  
mates free. Phone Main 5753. D. M.  
DORSEY & CO., 52 7th St. n.w. 14-17

## PROPOSALS.

OFFICE OF THE COMMISSIONERS OF THE  
District of Columbia, Washington, July 8, 1909.  
Sealed proposals will be received at this office until  
2 o'clock p. m., July 20, for wiring, equipping with  
electricity, and making alterations, etc., in the phys-  
ical laboratories in the Central and Eastern High  
schools, this city. Blank forms of proposals, blue  
prints, specifications and all necessary information  
may be obtained upon application to the Property  
Clerk, D. C. District Building, HENRY B. F.  
COPELAND, HENRY L. WEST, WILLIAM V.  
JUDSON, Commissioners, D. C. 25-10, 12OFFICE OF THE COMMISSIONERS OF THE  
District of Columbia, Washington, July 1, 1909.  
Sealed proposals will be received at this office until  
2 o'clock p. m., July 12, for furnishing the various  
branches of the District of Columbia with fuel  
during the fiscal year ending June 30, 1910, the same  
being for the selected items of proposals received  
April 12 and May 17, 1909. Blank forms of proposal  
and all necessary information may be obtained upon  
application to the Property Clerk, District Building,  
Washington, D. C. H. B. F. COPELAND,  
HENRY L. WEST, WILLIAM V. JUDSON, Com-  
missioners, D. C. 25-10, 12

## PAWNBROKERS.

READY MONEY AT 3 PER CENT.  
On watches, diamonds, and jewelry.  
LOUIS B. BRADLEY,  
Bonded broker, 433 Ninth St. n.w.  
Old gold, silver, and pawn tickets  
bought for cash. 12-14

## RAILROADS.

## BALTIMORE &amp; OHIO RAILROAD.

LEAVE NEW UNION STATION.

"EVERY OTHER HOUR ON THIS ODD HOUR."

TO PHILADELPHIA, NEW YORK.

NEW TERMINAL, 22 STREET, NEW YORK.

10:30 a. m. Observation Parlor, Five-hour train.

10:30 a. m. Dining and Pullman Parlor Car.

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HARRIMAN TELLS  
STEAMSHIP PLANSAuthorizes Many Improve-  
ments on Savannah Line.

## TWO NEW SHIPS ARE ORDERED

Expected to Handle Freight from  
Points as Far West as Denver for  
New York, Boston, and Europe,  
and Will Wage Fight Over Terri-  
tory Covering 250,000 Square Miles.New York, July 11.—By authorization  
of E. H. Harriman the Ocean Steamship  
Company, better known as the Savannah  
Line, will add two more big ships to the  
service between this port and Savan-  
nah.They will be slightly larger than the  
finest vessel of the fleet, the City of Sav-  
annah, and equipped in even finer style.  
The keel of one ship will be laid next  
month.They will have single screws with re-  
volving engines. Mr. Harriman hav-  
ing been disappointed in his experiment  
with the turbine engine, of the Morgan  
Line, which will be fitted with the old  
type of engines when she returns to the  
service between New York and New Or-  
leans.The new ships will be among the hand-  
somest on the coast and will have un-  
usually large capacity. They will have ac-  
commodations for 130 first cabin, thirty-six  
second cabin, and sixty-three steerage  
passengers. They will be four-deckers.The dining saloon, as in the City of Sav-  
annah, will be forward and will have a  
dome of cathedral glass in the center,  
something hitherto unknown in vessels  
plying between this and Southern ports.Gained Control in 1907.  
Mr. Harriman obtained control of the  
Central of Georgia Railway in the latter  
part of 1907, but he did not make formal  
announcement of the fact until March,  
1908. He said that he had paid \$3,000,000  
for the stock.Although it was known among most  
railroad and steamship people that the  
Savannah Line was owned by the Central  
of Georgia Railway, the railway sought  
to prove otherwise for the payment of in-  
terest on the bonds of the line.No. Will it give cheaper and better shoes  
and rubbers, and better clothing?  
No. Will it give better food and better  
boardings? No. Will it erect cheaper and  
better houses? No. Will it in any wise  
benefit the masses? No.Where is the statute against this cor-  
nering of cold storage which advances the  
price of meat necessities? At common  
law all cornering was a grave offense, but  
in our country trusts were richer and  
richer daily by plucking the stomachs  
and purses of the poor. Stop all re-  
frigerator trains with their products Sat-  
urday night at 12 o'clock, and allow no  
wheels to turn until Monday morning at  
1 o'clock, and then what a change.  
Abolish all cold storage plants and let  
demand move on in its regular channel of  
demand and supply, and then mark the  
difference in prices. Imprison all trade  
robbers, no matter who or where, and  
give honesty and fair dealing a chance to  
breathe and expand. Then we may leave  
the tariff to regulate itself in the house  
of true American interest.

DAVID S. COPELAND.

## What Is Lacking?

Editor The Washington Herald:  
We Washingtonians readily avow our  
full faith in "The City Beautiful"—yet to  
be! Out of the chaotic condition of our  
present martyrdom may be evolved the  
fulfillment of many day dreams that have  
cheered the hopeful toilers from Wash-  
ington and L'Enfant to Shepherd, and in  
our own time, to the imitable Macfar-  
land.We believe (help thou our unbelief)  
that the accomplishment is approaching.  
These are but the premonition birth  
pangs; but, oh, so hard to bear! The  
humble writer, with a half century of  
observation behind him, ventures the  
suggestion, if among all the wise doctors  
in charge, some of these agonizing  
wrenches, akin to the parting of soul  
and spirit, may not be assuaged by heroic  
treatment?Primus? If your venerable "Uncle Sam"  
is especially strong in any one direction,  
it is in a combination mixture of ex-  
travagance and penuriousness. "How not  
to do it" absorbs more yearning thought  
than a six weeks' trial of three of a non-  
descript tariff! Four or five hundred  
"M. C.'s" (when forty or fifty could do  
the work better) increase their pay and  
other appropriations to make the rich  
richer, lest the deficit should not be big  
enough! Two and a half millions is too  
ed off to cast into the scrap pile; thirty  
columns without a flaw, and put those  
of granite in their place. Per contra,  
they will haggle long and tersely over a  
week.The chief freight of the Savannah Line  
boats, four of which ply between this  
port and Savannah and three between  
Savannah and Boston, is lumber, turpen-  
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tine, cotton, and, in the spring and sum-  
mer, fruit. With the coming of the new  
ships the line will have five or six sail-  
ings from this port, instead of four, a  
week.The chief freight of the Savannah Line  
boats, four of which ply between this  
port and Savannah and three between  
Savannah and Boston, is lumber, turpen-  
tine, cotton,